

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE
THE
DIRECTORY & CHRONICLE
FOR 1911.

Complete Edition ... \$10.00
Small... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,672 號二十七百六十六萬壹第 日三十月八年三統宣 HONGKONG, WEDNESDAY, OCTOBER 4TH, 1911. 三拜禮 號四月十年一十九千一百九十一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS

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GRANDS

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S. MOUTRIE & CO.,

LIMITED,

SOLE AGENTS.

[301]

CHINA MUTUAL LIFE INSURANCE CO., LTD., HEAD OFFICE, SHANGHAI.

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A. J. HUGHES, Esq., Secretary.
S. E. NEIL, F.I.A., Actuary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.

Insurance in Force ... \$39,571,465.00
Assets ... 9,872,930.00
Income for Year ... 3,862,071.00
Total Security to Policyholders 9,520,060.00

LEFFERTS KNOX, Esq., Hongkong, Can-
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District Secretary. Philippines.
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[351]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 376 lbs. net
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SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 24th April, 1911. [376]

SINGON & CO.

IRON Steel, Metal and Hardware Merchants,
Wholesale and Retail Ironmongers, Fix-
ture and Foundry Coke Importers. General
Storekeepers and Shipchandlers. Nos. 35 & 37,
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TIME TABLE.

WEEK DAYS.

7.00 a.m. 8.00 a.m. ... Every 15 minutes.

8.00 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.10 p.m. ... Every 10 minutes.

NIGHT CARS.

6.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.45 a.m. to 12.00 noon. ... Every 15 minutes.

12.00 noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.10 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 11.45 p.m.

SPECIAL CABS by arrangement at the
company's Office, Alexandra Buildings, Des
Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 16th June, 1911. [123]

P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. "INDIA" (8,000 TONS.)

CAPTAIN G. W. GORDON, R.N.E.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES APRIL 13TH.

LONDON APRIL 20TH.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON.—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.

2ND " £48.8 " £72.12 "

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No. 174, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF

HIGH-CLASS

SWATOW DRAWN WORK.

LATEST FASHIONS OF

CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.

CHOICE ASSORTMENT OF

SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.

INSPECTION SOLICITED. PRICES REASONABLE.

Hongkong, 12th April, 1911. [591]

MITSUBISHI DOCKYARD AND ENGINE WORKS.

Al. A.C. Western Union, and Engineering Codes used.
Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contract Condenser, Stone's, Manganese Bronze, and Parsons Steam Turbines, etc., etc., etc.

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Length on Keel-Blocks. Breadth at Entrance. Depth of Water
Keel-Blocks. on Bottom. on Keel-Blocks.

3 Dry Docks:—
No. 1 ... 510 ft. 77 ft. 26 ft.

No. 2 ... 350 ft. 53 ft. 24 ft.

No. 3 ... 714 ft. 88 ft. 34 ft.

1. Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks.

No. 1. 7,000 Tons. 12,000 Tons.

Max. Length of Ship taken in 460 Feet 580 Feet.

Breadth " " " 56 " 66 "

Draft " " " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Shearlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

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WEISMANN, LTD.

BAKERS.

CONFECTIERS.

CATERERS.

RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL.

[54]

HONGKONG-MACAO LINE.

SATURDAY, THE 7TH OCTOBER, 1911.

The Company's Steamer "SUI TAI"

will leave from WING LOK STREET WHARF at 2 P.M.

"HEUNGSHAN"

will leave (weather permitting) from CANTON STEAMERS' WHARF at 4 P.M.

and Return from MACAO on SUNDAY, at 8 P.M.

EXCURSION TO MACAO.

(Weather Permitting)

SUNDAY, THE 8TH OCTOBER, 1911.

The Company's Steamer "SUI LAN."

will depart from WING LOK STREET WHARF at 9 A.M. and Return from

MACAO at 2 P.M.

FARES AS USUAL.

N.B.—The Company will also run a Steamer from Macao on Sunday, leaving at 7.30 A.M. and 2 P.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf. The Steamer leaving Hongkong at 12.30 P.M. connects with the steamer "HEUNGSHAN" returning from Macao at 8 P.M.

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, Opposite Hongkong Hotel.

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CANTON KOWLOON R.Y.

TIME TABLE

On and after 3rd October, 1911, until further notice.

Previous Time-Tables cancelled.

DOWN TRAINS UP TRAINS

STATIONS. NO. 1 Tgh. Exp. NO. 2 Tgh. Exp. NO. 3 Tgh. Exp. NO. 4 Tgh. Exp. NO. 5 Tgh. Exp. NO. 6 Tgh. Exp. NO. 7 Tgh. Exp. NO. 8 Tgh. Exp. NO. 9 Tgh. Exp. NO. 10 Tgh. Exp. NO. 11 Tgh. Exp. NO. 12 Tgh. Exp. NO. 13 Tgh. Exp. NO. 14 Tgh. Exp.

STATIONS. NO. 1 Tgh. Exp. NO. 2 Tgh. Exp. NO. 3 Tgh. Exp. NO. 4 Tgh. Exp. NO. 5 Tgh. Exp. NO. 6 Tgh. Exp. NO. 7 Tgh. Exp. NO. 8 Tgh. Exp. NO. 9 Tgh. Exp. NO. 10 Tgh. Exp. NO. 11 Tgh. Exp. NO. 12 Tgh. Exp. NO. 13 Tgh. Exp. NO. 14 Tgh. Exp.

STATIONS. NO. 1 Tgh. Exp. NO. 2 Tgh. Exp. NO. 3 Tgh. Exp. NO. 4 Tgh. Exp. NO. 5 Tgh. Exp. NO. 6 Tgh. Exp. NO. 7 Tgh. Exp. NO. 8 Tgh. Exp. NO. 9 Tgh. Exp. NO. 10 Tgh. Exp. NO. 11 Tgh. Exp. NO. 12 Tgh. Exp. NO. 13 Tgh. Exp. NO. 14 Tgh. Exp.

STATIONS. NO. 1 Tgh. Exp. NO. 2 Tgh. Exp. NO. 3 Tgh. Exp. NO. 4 Tgh. Exp. NO. 5 Tgh. Exp. NO. 6 Tgh. Exp. NO. 7 Tgh. Exp. NO. 8 Tgh. Exp. NO. 9 Tgh. Exp. NO. 10 Tgh. Exp. NO. 11 Tgh. Exp. NO. 12 Tgh. Exp. NO. 13 Tgh. Exp. NO. 14 Tgh. Exp.

STATIONS. NO. 1 Tgh. Exp. NO. 2 Tgh. Exp. NO. 3 Tgh. Exp. NO. 4 Tgh. Exp. NO. 5 Tgh. Exp. NO. 6 Tgh. Exp. NO. 7 Tgh. Exp. NO. 8 Tgh. Exp. NO. 9 Tgh. Exp. NO. 10 Tgh. Exp. NO. 11 Tgh. Exp. NO. 12 Tgh. Exp. NO. 13 Tgh. Exp. NO. 14 Tgh. Exp.

STATIONS. NO. 1 Tgh. Exp. NO. 2 Tgh. Exp. NO. 3 Tgh. Exp. NO. 4 Tgh. Exp. NO. 5 Tgh. Exp. NO. 6 Tgh. Exp. NO. 7 Tgh. Exp. NO. 8 Tgh. Exp. NO. 9 Tgh. Exp. NO. 1

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**A. S. WATSON
& CO., LTD.,**

ESTABLISHED 1841.

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We can confidently recommend the following as Xeres Wines of the Highest Class, Specially Selected, and Shipped direct.

In Quality and Price they are unequalled.

Per dozen bottles

A. LIGHT DRY.....	\$16.80	\$1.45
B. VINO DE PASTO.....	17.80	1.45
C.C. OLOBOZO.....	22.30	1.90
D. SUPERIOR PALE DRY.....	24.30	2.05
E. FINEST PALE DRY NUTTY.....	29.80	2.55

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LIMITED,

ALEXANDRA BUILDINGS.

(25)

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ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: "PRESS Codes: A.B.C. 5th Ed. Lister P. O. Box, 84. Telephone No. 12.

BIRTH.

On September 27, 1911, at Shanghai, the wife of E. L. MARSH, M. B. D. P. H., of a daughter.

MARRIAGE.

On September 26, at Shanghai, VICTOR JAMES STEPHENSON, RUMBLE, to GLADYS MARY MARTIN, of Roma, Horne Hill, London.

HONGKONG OFFICE: 10A, DES VOUTE ROAD C. LONDON OFFICE: 131, ELENT STREET, EC

The Daily Press.

HONGKONG, OCTOBER 4TH, 1911.

THE railway from Kowloon to Canton is to be formally opened to-day over its entire length. It is twelve months since the British section of the line was opened to traffic, and on the Chinese section regular traffic has been maintained for several months past over a considerable length of the line.

On both sections the traffic returns have exceeded the most sanguine expectations, and this may be accepted as a most promising indication of the future success of the line now that the two sections are connected.

Though, perhaps, it would be unwise to expect at present a large through passenger traffic from the one terminal point to the other, we can confidently count upon a large and constantly increasing traffic to and from the intermediate stations. Fortunately there is now a much better prospect than heretofore of the great trunk line of railway from Canton to Hankow being constructed within a reasonable period of time, and we may therefore indulge the hope that before ten more years are past it will be possible to travel the whole of the way from Kowloon to Calais by rail in less than a fortnight. According to the statements published in the Chinese Press the Board of Communications

has set a period of five years for the completion of the line from Canton to Hankow. This was the time originally set for the work, we believe, when the American-China Development Company held the concession for the construction of the line. It has taken the Chinese engineers nearly four years to lay less than 100 miles of the track, and there are 650 miles yet to cover. But we do not suppose the Board of Communications has committed itself to the estimate of five years without first consulting the British Chief Engineer who has been appointed to take over the work of this line under the new scheme whereby these great trunk lines are to be nationalised and built with all possible celerity with the aid of foreign capital. With ample funds to draw upon there is no reason why the work should not be rapidly proceeded with. But we presume the respective administrations will not wait until the whole line is completed before a connecting link is made at Canton between these two important lines. The sooner a good system of railway communication is established the better will it be in many ways for China. In a country where roads and communications are so bad as they are in China, the advantages of a railway are patent to everybody. Where railways run it has been seen that the countryside prospers, because cheap facilities for the rapid transport of produce to distant markets encourages cultivation as well as native industrial enterprise. There is no longer in China any opposition to railways; their value and importance to the country is recognised everywhere now. Where railways were projected a few years ago formidable agitations arose among the people against the granting of foreign concessions and even against construction by the Government. They demanded to be allowed to construct these railways themselves; that is to say, they represented that they were prepared to furnish the necessary capital and to get the railways constructed without official control. A weak Government submitted to this dictation, and the result is as the most far-sighted foretold. The greatest difficulty has been experienced in raising installments of the great amount of capital needed; there has been constant squabbling among shareholders, and extremely little progress has consequently been made. The fact of the matter is that the Chinese investor looks for a quick and a big return on the money he invests, and is therefore not tempted to provide money for railways in the construction stage. The opposition to the Government's nationalisation scheme where it does not arise out of selfish and sordid considerations is inspired by false patriotism and a woeful ignorance of economics. Among the multi-ide of "Reform" schemes on which the Government have embarked there is certainly none which will confer greater benefits upon the country than this statesmanlike scheme for the nationalisation of projected railways and their construction with foreign capital cheaply obtained. In the first place, it ensures the early construction of the lines under guarantees for their efficiency, and, of course, as the leading Shanghai journal has tersely put it, at the back of all things the Government obtains unification of system, centralisation of power, and at the last the cohesion of the Empire in place of the present congeries of loosely-knit principalities. Unfortunately for the prospects of the early completion of the trunk line the Cantonese and the people further North are not enamoured of the nationalisation scheme, but that seems chiefly to be due to a disbelief in the bona fides of the Government as regards the redemption of Share Diplomacy and tact as well as fair dealing are needed to smooth the way for the change, and we can only hope the Government will not be found wanting in either of the essentials.

The Credit Foncier, D'Extreme Orient announces the opening of a branch office in Hongkong to-day under the management of M. L. J. Bernis.

Mr. J. J. Leiris, the Consul for Portugal, announces an official reception and an At Home to-morrow, the occasion being the first anniversary of the Republic.

The "band" at the Japanese conjuring entertainment at the City Hall was brought before the Magistrate yesterday charged with disorderly behaviour. The musician—one man plays a number of instruments—got into trouble outside the Hall with a blusket, but it is supposed he must have got the worst of it, as he had a black eye yesterday and his clothes were bloodstained. M. Hazeland, after hearing the circumstances, discharged the defendant.

Messrs. Weare & Raven, architects, and two Chinese contractors were summoned before Mr. Wood at the Magistracy yesterday charged with carrying out certain alterations at 53, Queen's Road Central, without first obtaining permission from the Building Authority, the same not being in accordance with the plan submitted. Messrs. Weare & Raven were discharged, and the other defendants were fined, the first \$50 and the second \$20.

A Chinese seaman residing in Elgin-Street reports to the police that somebody has stolen his watch and chain valued at \$50.

The marriage of Mr. Willard D. Straight, representative of the Morgan financial interests in China, and Miss Dorothy Payne Whitney, a daughter of the late Mr. William C. Whitney, at one time a prominent American Cabinet Minister, took place at Geneva on 7th ult. Only some twenty guests were present at the ceremony. After a brief honeymoon the couple will proceed to China where they first met when Miss Whitney was travelling. Mr. Straight was at one time in the Imperial Chinese Customs, but he was better known as United States Consul-General at Mukden. After filling this post with distinction Mr. Straight returned to Washington to become head of the Asiatic Bureau of the State Department. He resigned this position to join the financial syndicate of which Mr. J. Pierpont Morgan is the head, and was sent back to China to represent its interests. Miss Dorothy Payne Whitney is considered to be one of the wealthiest young women in America. Her brother, Mr. Payne Whitney, is married to a daughter of the late John Hay, the American diplomat.

KOWLOON-CANTON RAILWAY.**OPENING OF THROUGH TRAFFIC.**

Almost exactly a year after the opening of the British section, the Chinese section of the Kowloon-Canton Railway is being opened to-day, and through traffic to Canton will be commenced to-morrow.

As most people are aware, the Kowloon-Canton Railway consists of two sections. The Chinese section measures 89 miles, while the British Government section measures 22 miles. The Chinese section is divided into three districts. The first district extends from Tai Sha Tsui (Canton) to Sien Tuan (Tsimshau), the second from Sien Tuan to Wong Lat, and the third from Wong Lat to Samchun. The construction in all the three districts was commenced simultaneously in the eighth month of the 33rd year of Kwong-Sui, and many difficulties were experienced in the execution of the work. First of all, in securing land and removing graves, and in addition robberies and disturbances of various kinds had to be contended with. However, the main difficulty in building the Chinese part of the line was the large amount of bridge work that had to be negotiated. In the second district, from mile 31 to mile 60, there is a total girder opening of 3,200 feet. The bridge at the East River at Shekking is one of the largest undertakings on the route. From Canton to Samchun the line in its 89 miles contains, including terminals, 15 stations and 11 halts.

THE CANTON SECTION.

By the terms of the agreement between the Chinese Government and the British and Chinese Corporation provision was made for a loan of £1,500,000, redeemable within thirty years from the 7th of March, 1907, by annual drawings commencing in 1920, in accordance with the amortisation table annexed to the agreement. The price of the bonds to the Corporation was 94 per cent. of their nominal value, while the loan, which bears interest at the rate of 5 per cent. per annum, is to be secured by a mortgage on the whole undertaking and unconditionally guaranteed by the Chinese Government. The administration of the railway is vested in a Chinese managing director (appointed by the Viceroy), whom will be associated a British engineer-in-chief and a British chief accountant; provision being also made for working arrangements to be entered into between the Governor of Hongkong and the Viceroy of Canton for the joint operation of the British and Chinese sections.

Those who have already traversed the route declare that the line between Samchun and Shekking is very pretty, but onwards the route, apart from the two fine bridges over the East River, is rather uninteresting.

To-day's ceremony at Samchun will be very interesting. The Viceroy of Canton will not be able to attend, and neither will His Excellency the Governor, but they will be fittingly represented, and those privileged to take part in the ceremony should have pleasant memories of an historic occasion.

THE PHILIPPINE CARNIVAL.

The following has been officially communicated for publication:

"Letters received by the secretary of the Carnival Association up to Sept. 1st give evidence that over five thousand visitors from foreign countries will attend the big Carnival next February. Several large tourist parties are coming and groups of athletes from California, Australia and Singapore have already signified their intention of being in Manila at Carnival time to compete for the elegant trophies put up by the Carnival Association. The contractor for the new hotel on the Luneta is rushing work to get the hotel finished on time, and day and night crews are labouring to complete the big hotel so as to be able to hold the opening on New Year's Eve. The Hotel de France is also making several additions to the present large establishment, and the management figure on being able to accommodate a goodly number of visitors. A special reception committee has been appointed by Director-General Cotterman, and this committee will make every effort to see that the visitors are properly looked after and their stay here is made a pleasant one."

Mr. C. Lucy Goodrich, General Passenger Agent of the Toyo Kisen Kaisha S. S. Co., has been appointed the representative of the Carnival Association for China, and Mr. C. F. Williams, of the Great Northern Steamship Company, is looking after the interests of the 1912 Carnival in Japan. The dates of the Carnival are February 3-10, 1912.

TELEGRAHS.

[THROUGH REUTER'S AGENCY.]

THE WAR BETWEEN ITALY AND TURKEY.**NO COMMUNICATION WITH TRIPOLI.**

London, October 3rd.

No war news has been received to-day owing to communication with Tripoli being cut off.

CONTRADICTORY REPORTS.

Amidst a host of contradictory reports it appears certain that the Italians have not landed at Tripoli, nor has any fighting occurred except along the coast of the Adriatic, where three or four Turkish torpedo-boats or destroyers have been captured or disabled.

ITALIAN LANDING AT PREVEZA DENIED.

London, October 3rd.

It has been reported that 1,600 Italian troops landed at Preveza after the destruction of the forts, but this is denied most emphatically at Rome, where it is declared that Italy will not on any account attack European Turkey.

ITALIAN SQUADRON CIRCUMVENTED.

Reuter's correspondent at Constantinople wires that the Commander of the Turkish fleet reports that he has circumvented the Italian squadron which sought to intercept his fleet before it reached the Dardanelles.

ITALY'S INTENTIONS.

It is understood that immediately Italy has definitely occupied the ports of Tripoli she will be willing to discuss terms and pay to Turkey an indemnity for the occupation.

AUSTRIA IRITATED.

The activity of the Italians on the Albanian coast has irritated the Austrian Press, which warns Italy against further operations in that quarter.

ASSURANCES TO GREECE.

Reuter's correspondent at Athens states that Turkey has informed Greece that she need not be offended by the military movements on the frontier, which are "to the war." This is regarded as disposing of the reports as to the invasion of Thessaly.

TURKISH NAVY LOSES ITS ORGANISER.

Admiral Williams, lent by the British Admiralty to Turkey for the organisation of the Navy, notifies that he has discontinued his duties.

BRITISH OFFICERS LANDED.

The British officers serving aboard Turkish warships were landed in the Dardanelles.

PROSPECTS OF PEACE.

The papers hopefully discuss the prospects of a speedy end of the conflict, based on the official announcement made in Berlin that Baron von Bierstein, the German Ambassador at Constantinople, is in active communication with the Porte with a view to ending hostilities.

REFUGEES AT MALTA.

London, October 3rd. The steamer Castle Garth has arrived at Malta with 1,300 Maltese refugees, huddled on deck in a most miserable condition and clamouring for food and water. They also suffered from a three days' storm.

MOSLEM FEELING IN INDIA.

London, October 3rd. A meeting of Moslems at Calcutta has telegraphed to Sir Edward Grey asking Great Britain as the greatest Moslem Power to check Italy's career of aggression.

A telegram was also sent to the Grand Vizier urging him to defend the honour of Islam.

Anti-war committees are being formed in India.

THE BRITISH MEDITERRANEAN FLEET.

London, October 3rd.

It is officially announced at Malta that the Fleet will remain there for the present.

MEXICO'S NEW PRESIDENT.

London, October 3rd.

Sr. Madero has been elected President of Mexico.

TELEGRAHS.

[THROUGH REUTER'S AGENCY.]

ROYALIST FORCE ENTERS PORTUGAL.

London, October 3rd.

Reuter's correspondent at Madrid says it is reported that Coutinho, the leader of the Portuguese Royalists, entered Portugal on the 1st instant at the head of 4,000 men with several guns and 120 mules.

All the inhabitants of the Commune Santo Tirso have risen, and are waving Royalist flags and cheering the monarch.

The Republicans have fled.

It is of interest to mention that to-morrow will be the first anniversary of the Republic.

GREAT GALE IN EUROPE.

London, October 3rd.

A gale on Sunday did great havoc on the coast.

The steamer Hatfield while assisting a steamer in the North Sea fouled her and sank, 18 men being drowned. There was only one survivor.

A German trans-Atlantic steamer was driven ashore at Boulogne.

A British petroleum steamer stranded at Flushing and was burnt. Seven of the crew were killed.

Five steamers and eighty river craft have been wrecked in the Scheldt, and many people have been drowned.

DEATH OF ADMIRAL SCHLEY.

London, October 3rd.

A New York telegram reports the death of Admiral Schley who destroyed Admiral Cervera's fleet in the war between America and Spain.

A JUDGE SHOT.

London, October 3rd.

A Judge of the High Court at Abo, Finland, has been shot dead, and the murderer committed suicide.

THE IRISH RAILWAY TROUBLES.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS ONLY, and special business matter THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS COASTER A.B.C."
5th Ed. Lieber's.

NEW ADVERTISEMENTS

CREDIT FONCIER D'EXTREME-ORIENT.

NOTICE.

A BRANCH OFFICE of the above has been OPENED THIS DAY at No. 2, QUEEN'S BUILDING, Hongkong.
L. J. BERNIS,
Manager.
Hongkong, 2nd October, 1911. [1234]

NOTICE.

TO-MORROW (THURSDAY), the 5th Oct., 1911, being the FIRST ANNIVERSARY of the REPUBLIC OF PORTUGAL, Count J. J. LEIRIA will hold an Official Reception at his residence, "DUART," Arbutinot Road, at NOON, to Members of the Portuguese Community, Officials, his Consular Colleagues and Friends.

The Ceremony of unfurling the Flag will be performed at 12.15 P.M. when Consul and Madame LEIRIA will be "AT HOME" till 1.30 P.M.

The Consulate will be entirely Closed for the Transaction of Business on that Day.
Hongkong, 4th October, 1911. [1235]

LAWN BOWLS.

THE PRESIDENT of the LAWN BOWLS LEAGUE will be "At Home" at the KOWLOON BOWLING GREEN, on SATURDAY, 7th inst., when the Finals in the Open Championship, commencing at 3.30 P.M., will be Played, and Prizes presented.

A. RAMSAY,

Hon. Secretary.
Hongkong, 4th October, 1911. [1236]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "ARRATOON APCAR," Captain G. F. Hudson, will be despatched from the above Ports on SUNDAY, the 8th inst., at Daylight.

The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN

(Occupying 20 Days).
Return Tickets are available by the Indo-China Steam Navigation Co. Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to
DAVID SASSON & CO., LTD., Agents.
Hongkong, 4th October, 1911. [1237]

SPECIAL SALE OF WORK IN AID OF THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE SUPERIORIEST and SISTERs of the ITALIAN CONVENT have the honour to announce that their

ANNUAL SALE OF NEEDLEWORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs and a Variety of Articles suitable for Presents, will be held at the Convent TO-DAY (WEDNESDAY), the 4th October, 1911, commencing at 10 A.M.

There will also be a fine Assortment of Sweets and Chocolates specially selected from the Manufacturers in Italy, all done up in fancy and dainty boxes of attractive designs. Every one of these boxes is moderately priced.

The Superioriess and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless Aged and Infirme in the Home for the Destitute at Wan Chai.

ITALIAN CONVENT,
23 Caine Road.
Hongkong, 27th September, 1911. [1193]

CHURCH-MISSIONARY SOCIETY-BAXTER SCHOOLS.

THE ANNUAL SALE of WORK in aid of the above will be held at the CITY HALL TO-MORROW (THURSDAY), 5th October, 1911, at 3 P.M.
ADMISSION 20 CENTS.
"FAIRLEA," West Point.
Hongkong, 28th September, 1911. [1198]

ST. ANDREW'S CHURCH, KOWLOON.

SALE OF WORK.
SATURDAY, 7th OCTOBER, 1911,
Afternoon 3.30 P.M.

TOY STALL, Children's Games and Competitions. The Band of the 8th Rajput will play, selection.

Evening 8.30 P.M.

CINEMATOGRAPH, FIREWORK DISPLAY. The Pipes of the 126th Baluchistan Infantry will attend by kind permission of the Colonel.

Admission 50 cents to Each Session.
Hongkong, 30th September, 1911. [1210]

ON SALE
AT THE
HONGKONG DAILY PRESS
OFFICE.NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.
PRICE ONE DOLLAR.

Giving all the important Towns en route from CANTON to WUCHOW.
[1197]

INTIMATIONS

KOWLOON-CANTON RAILWAY.

(BRITISH SECTION.)

NOTICE.

THE 11.30 A.M. Train from KOWLOON to LOWU and the 1 P.M. Train from LOWU to KOWLOON TO-DAY (WEDNESDAY), the 4th October, 1911, are hereby cancelled.

E. S. LINDSEY,
Manager.
Kowloon, 3rd October, 1911. [1229]

CANTON-KOWLOON RAILWAY.

NOTICE IS HEREBY GIVEN that the Opening Function of the CANTON-KOWLOON RAILWAY at SHUM CHUN is POSTPONED until 4th October. Through traffic will commence on the 5th.

By Order, THE ADMINISTRATION,
Canton-Kowloon Railway.
Hongkong, 2nd October, 1911. [1215]

HONGKONG FOOTBALL CLUB.

THE TWENTY-FOURTH ANNUAL GENERAL MEETING will be held on FRIDAY, the 6th October, 1911, at 5.30 P.M., in the Office of the HONGKONG JOCKEY CLUB (by kind permission).

BUSINESS.—To receive the Annual Report and Accounts and to elect Officials for 1911-12
H. L. O. GARRETT,
Hon. Secretary.
Hongkong, 29th September, 1911. [1204]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 7th October, 1911, at 12 o'clock Noon, at the Offices of the JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

By Order, T. F. HOUGH,
Clerk of the Course.
Hongkong, 23rd September, 1911. [1180]

WANTED.

FURNISHED ROOM with Board in Kowloon, for 1st November. State terms.
123,
Care of "Daily Press" Office.
Hongkong, 3rd October, 1911. [1232]

SANITARY BOARD OFFICE, HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be Lime-washed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its Containing Walls lime-washed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western division by Nathan Road and a straight line drawn from the North thereof through the Yaumatei service reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to Cleanse and Lime-wash doors at the rate of 95 cents per foot, on application being made to the Secretary of the Sanitary Board. Dated this 2nd day of October, 1911.

W. BOWEN ROWLANDS,
Secretary.
1191

G. R.

MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of the LICENSING BOARD will be held in the COUNCIL CHAMBER, on WEDNESDAY, the 1st day of November, 1911, at 2.15 P.M., for the purpose of considering application for Publicans and Hotel Keepers' Adjunct Licences for the year 1911-1912 under the Liquor Licences Ordinance, 1911.

Forms of applications may be obtained at the Magistracy. All applications must be forwarded to the Magistracy on or before SATURDAY, the 14th day of October, 1911, and must be accompanied by a deposit of Three Dollars.

Applicants for transfers or new licences and persons objecting to such applications must appear before the Licensing Board in person.

R. H. A. CRAIG,
Secretary to the Licensing Board.
Hongkong, 29th September, 1911. [1230]

BROWN, JONES & CO.,
41, Morrison Hill Road.

METAL and PORCELAIN WREATHS, CROSSES, ANCHORS, HEARTS and GLASS CASES from \$5.00 up.
MEMORIALS, new designs in stock.
Telephone 423.

Hongkong, 1st June, 1911. [776]

GRACA & CO.

PEDDER St. (Hongkong Hotel Building).
Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Fine Selection of FLOWER and VEGETABLE SEEDS.
Also for Sale
A few rare Macao provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharged Cat Stamps.
Inspection Invited.

E. S. LINDSEY,
Manager.
Kowloon, 3rd October, 1911. [1229]

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [603]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at \$6, \$7

and \$7.50 per 100, SPOTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [603]

INTIMATION

LANE, CRAWFORD & CO.,

(TELEPHONE 97)

BOOTS AND SHOES

FOR STYLE AND EASE

IN BEST

ENGLISH AND AMERICAN MAKES

EVERY PAIR GUARANTEED.

"OAKMORE" BRAND.

(ENGLISH MADE)

\$12.50 \$14.00 \$17.50.

"WALKOVER" BRAND.

(AMERICAN MADE)

\$10.00 \$12.00 \$12.50.

LADIES' SHOES.

THE DRESS OF TO-DAY DEMANDS

NEAT SHOES.

A CHOICE SELECTION

\$7.00 \$10.00 \$12.00.

LANE, CRAWFORD & CO.

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,150,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Antung-Hsien Liao-Yang Ryoyun (Port Arthur)

Bombay London San Francisco

Changchun Lyons Shanghai

Dairan (Daly) Nagasaki Tsiabing

Fengtung (Mukden) Newchwang Tientsin

Hankow New York Tokyo

Kobe Osaka Pekin

Pekin

John W. TAYLOR.

NOTICES OF FIRMS

NOTICE.

WE, the Undersigned, have This Day established Ourselves as STOCK, SHARE AND GENEAL BROKERS and will carry on Business under the style of MOXON & TAYLOR at the Offices recently occupied by Messrs. E. S. Kadoc & Co., 5, Queen's Buildings, Chater Road, Hongkong.

G. C. MOXON.

Hongkong, 2nd October, 1911. [1214]

JOHN W. TAYLOR.

Hongkong, 2nd October, 1911. [1214]

NOTICE.

MESSRS. ARTHUR, HEINRICH, VALERY VON BOHUSZEWICZ, GEORG, RUDOLF, LAURENCE, and ALBRECHT, ERDEWIN SCHULTZ, have This Day been admitted partners in our Firm.

Messrs. HEINRICH REINHOLD and GUSTAV ROEBROEK having resigned, CEASE to Sign our Firm's name from This Date.

CARLOWITZ & CO.

China, Hongkong, Kobe, Hamburg, New York, 1st October, 1911. [1213]

AUCTION

TO LET

TO LET.

"CREGGAN" 39, The Peak.
GODOWNS, 151 to 155, Praya East.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1911. [113]

TO LET.

OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VIEUX ROAD to be Let.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 19th September, 1911. [116]

TO LET.

THE BUILDING now in occupation of THE MERCANTILE BANK OF INDIA to be Let from 1st January, 1912.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 6th September, 1911. [117]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1911. [116]

TO LET.

OFFICES on Ground and First Floor Chater Road. Very central position.
"MERION" No. 9, The Peak, 6 ROOMS use of Tennis Court.
HARTING and RODGATE, near The King's Park, Kowloon.
No. 7, DUDDELL STREET, 1 Godown.
"KELLIET CREST," No. 55, PEAK
No. 9, BEACONSFIELD ARCADE
(Shop).
BEACONSFIELD.
No. 57, PRAYA GRANDE, Macao.
FOR SALE—TOP GROVE, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings, Hongkong, 12th September, 1911. [118]

TO LET.

ONE LARGE and AIRY ROOM, centrally situated, with Verandah overlooking Des Voeux Road Central suitable for Offices. Cheap Rental.
Apply— Post Office Box No. 95, Hongkong, 2nd October, 1911. [121]

TO LET.

FLATS in Nathan Road.
FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent.
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau Ma Tei. Area 65,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 14th February, 1911. [122]

TO LET.

GODOWN, No. 5a, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1911. [114]

TO LET.

10, MOUNTAIN VIEW. Immediate possession.
Apply— "Y. Z."
Care of "Daily Press" Office.
Hongkong, 6th July, 1911. [491]

TO BE LET.

On or about 1st March, 1912.
SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, now occupied by Messrs Wm. Powell, Ltd.
A. S. WATSON & Co., LTD., Alexandra Buildings, Hongkong, 29th August, 1911. [1077]



105-3

DESCRIPTIVE SOCIOLOGY. MR. WERNER'S GREAT WORK.

In a recent issue of *The Times* Supplement appears the following interesting review of a monumental work by Mr. E. T. C. Werner on Chinese Civilization, constituting a volume in the series on "Descriptive Sociology" or Groups of Sociological Facts, Classified and arranged by Herbert Spencer":

It was in 1867 that Herbert Spencer, with the help of several competent assistants, commenced the work of "collecting and classifying instances or induction, large quantities of facts relating to societies of different types." Between 1874 and 1881, eight volumes were published, embodying the results of these researches and following the plan of classification which he had laid down. Their publication involved him in a dead loss of more than three thousand pounds, and the lack of public interest in the subject troubled him grievously; more grievously, indeed, than the destructive criticism of Huxley, Kingsley, and Froude. Nevertheless, with characteristic tenacity of purpose, he left the residue of his estate in the hands of trustees to be used for the pursuance of his work of social science. Mr. Henry R. Tedder, secretary and librarian of the Atheneum, being appointed the first general editor under the trust. And now, thirteen years after the publication of Part VIII, Mr. Tedder, acting under that trust, has issued Part IX., a monumental and encyclopedic work treating of Chinese civilization compiled in half a lifetime's labour by Mr. E. T. C. Werner, of H. M. Consular Service in that country. In a massive folio of 510 pages he has set forth more than ten thousand quotations and extracts from the writings of over a thousand Chinese and foreign authors, and epitomized their residuum of actual (or alleged) facts in nine elaborate tables and a scale of progress, which describe "the morphology, the physiology, and the development of the civilization under review." Truly a great labour of love.

In the opinion of Herbert Spencer the study of sociology was the study of evolution in its most complex form; he believed in an ascertainable order of phenomena to be found by laboriously tracing back proximate to remote causes. Yet, as we know, he was led, in later years, to modify many of his theories, but he maintained nevertheless his belief in social science and in the extraction of the gold of facts from the dross of humanity's records. His main object was to present the facts, when found, in such a manner as to enable the student of social science to draw his own conclusions. Nor has his object been entirely fulfilled, for it is upon these lines that the "Societe Sociale" of France has conducted much successful work, following the Spencerian method, drawing conclusions from accurate data of demonstrable facts, "suivant la methode d'observation," and applying these conclusions to educational and humanitarian ends.

Mr. Werner's monumental contribution to Descriptive Sociology is evidently the work of a fervent disciple, and from the literary and human standpoint its vast store of material is valuable. But for scientific purposes of generalization from valid evidence it must be confessed that not only is the subject-matter scanty, but the method of presentation is not such as enables the student to draw any satisfactory conclusions. This, however, is hardly matter for surprise when we reflect on the uncertainty of the data available, on the notoriously inaccurate nature of China's historical and other records until a comparatively recent date. The human and literary interest is here commendable and curious of that quality which Mr. E. V. Lucas found, and turned to good account, in Giles' "Biographical Dictionary"; but for the scientific biologist, the halfpennworth of bread is swamped with an intolerable deal of sack. The work has, indeed, piquant flavour of Oriental book-making, suggestive of the Confucian rather than the Spencerian philosophy. It would have pleased Confucius no doubt, to record, as it is here recorded, that "cabinet-makers refused to make the legs of bedsstands," or, under the heading of "Food," to chronicile that:

When King Chou (early Feudal Period) ruled over the Empire he ordered his cooks to boil some wild-boar soup, which, being not properly done, he killed the cook!

The daughter of the Emperor (Yu) ordered I Ti to brew some wine, which was found to be sour, and she (or he) offered it to Yu, who drank it, but found it sweet, so discharged I Ti and abstained from good (or fine) wines.

Or this, which we find classified under "Knowledge":

Hsun Chung-Shu (Sung Dynasty) was versed in the medical art. He said: "The worms in the five superior viscera move upwards but only those in the lungs move downwards. These are difficult to cure, but they may be got rid of with power made from other clays," &c.

Or this, under "Domestic Fluid":

Huns Kung of Ch'li said:—"I have tasted all delicate things, but have never tasted human flesh." Ya (the cook) accordingly killed and cooked his son and offered him to Huns.

These examples are typical of the fabulous inventions and naive appeals to the faculty of wonder in which ancient Chinese writers seem chiefly to rejoice; they moreover confirm, as regards China, the opinion of Froude (which Spencer repeated) that history does not provide subject-matter for science.

In addition to his eight hundred Chinese authors, Mr. Werner has drawn freely on 238 works of European writers, many of whom (notably Leeser, Von Hollendorff, Giles, Mayers, and de Groot) provide material adaptable to the purposes of scientific sociology. But where ancient customs and events are concerned, they too are at the mercy of the Chinese historian, so that, except for the most modern period under review, their statements and opinions cannot but lack the element of certainty necessary to generalization. In a word, ancient China does not lend itself to the uses of social science as conceived by Herbert Spencer; and, apart from the human interest to be derived from this compilation, it would surely have been more to the purposes in view had Mr. Werner confined his work to the more recent period (say, the Ming and Manchu Dynasties), whereof the chronicles are to some extent verifiable. And in that case an index would have been possible.

On SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日曆英中年十五 From 1st JANUARY, 1864 to 31st DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH CYCLE OF THE 76TH CYCLE.

PRICE \$2 CASH.

On Sale at the HONGKONG DAILY PRESS OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

WM. POWELL, LTD.

"PHOENIX BRAND"

Pure English Silk SOCKS

IN ALL COLOURS.

(REMARKABLE VALUE.)

\$2.00 per pair 6 pairs for \$11.00

GENTS' OUTFITTERS.

28, QUEEN'S ROAD.

[1130]

"Montserrat" LIME JUICE

is derived from fresh lime fruit cultivated in the West Indian Island of MONTSERRAT.

It is an ideal Summer Beverage.

SUPPLIED IN TWO FORMS—

Unsweetened, i.e., Plain Lime Juice.

Sweetened, i.e., Lime Juice Cordial.



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Tickles the Palate



895-1

"SHACKELL" "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS.

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

[193]

N.B.—These Fares are quoted in Hongkong currency.

STATIONS.	Hongkong & Kowloon	Kowloon	Shatin	Tai Po	Wan Ling	STATIONS.	Hongkong & Kowloon	Kowloon	Shatin	Tai Po	Wan Ling
Hong Kong and Kowloon						Hong Kong and Kowloon					
Mt. Ping ...	3.00	1.60	3.50	3.20	2.00	Sham Shui Po and Min Lam ...	1.50	1.80	1.50	1.50	1.10
2nd	3.00	1.60	3.50	3.20	2.00	Min Lam ...	1.50	1.80	1.50	1.50	1.10
3rd	2.50	1.40	3.00	2.80	1.80	Wan Ling	1.50	1.80	1.50	1.50	1.10
4th	2.00	1.20	2.50	2.30	1.60						
5th	1.50	1.00	2.00	1.80	1.20						
6th	1.00	0.80	1.50	1.30	0.80						
7th	0.50	0.40	1.00	0.80	0.50						
8th	0.50	0.40	1.00	0.80	0.50						
9th	0.50	0.40	1.00	0.80	0.50						
10th	0.50	0.40	1.00	0.80	0.50						
11th	0.50	0.40	1.00	0.80	0.50						
12th	0.50	0.40	1.00	0.80	0.50						
13th	0.50	0.40	1.00	0.80	0.50						
14th	0.50	0.40	1.00	0.80	0.50						
15th	0.50	0.40	1.00	0.80	0.50						
16th	0.50	0.40	1.00	0.80	0.50						
17th	0.50	0.40	1.00	0.80	0.50						
18th	0.50	0.40	1.00	0.80	0.50						
19th	0.50	0.40	1.00	0.80	0.50						
20th	0.50	0.40	1.00	0.80	0.50						
21st	0.50	0.40	1.00	0.80	0.50						
22nd	0.50	0.40	1.00	0.80	0.50						
23rd	0.50	0.40	1.00	0.80	0.50						
24th	0.50	0.40	1.00	0.80	0.50						
25th	0.50	0.40	1.00	0.80	0.50						
26th	0.50	0.40	1.00	0.80							

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, September 18, 1911.

MESSRS. LYALL AND EVATT'S LIST.	
No. Value.	Bayers, Sellers
2s Allagar	3s 6d
2s Alazar Options	1s 2d 1s 0d
£1 Anglo-Java	6s 1s 6d
1s Anglo-Johore	6s 7s
2s Anglo-Malay	1s 18s 10s
£1 Anglo-Sumatra	5s 6s 8s 9s
1s Ayer Kuning	20s 26s
1s Banteng	40s 47s 5s
2s Batam & Malaka	1s 10s
£1 Batu Caves	22s 24s
1s Batu Tiga	7s 7s 9s
1s Bentong Borneo	10s 17s 19s
1s Bukit Kajang	41s 3s 43s 9s
1s Bukit Lintang	7s 6s 8s
2s Bukit Mertajam	2s 4s 2s 9s
£1 Bukit Rajah	21s 26s 3s
2s Bukit Selangor 1s 3s pd.	1s dis. -6s dis.
£1 Cavy Unti 1s 3s pd.	5s 6s 9s pm.
1s Castello	10s 11s 6s
2s Choromoso	3s 3s 3s 9s
2s Choromoso Options	1s 1s 1s 9s
2s Chimpai	1s 1s 1s 4s
2s Cicely Old	32s 2s 35s
2s Cicely Prof	32s 6s 35s
2s Consolidated Malay	16s 6s 17s 6s
£1 Damansara	10s 5s 11s 5s
1s Demidow	20s 25s
2s Durhinghi	7s 10s 12s
£1 Federated Selangor	19s 4s 21s 4s
2s Gelang Besar	3s 6s 4s 3s
£1 Goldsmith	7s 6s 8s 3s
1s Golden Hopa	80s 90s
1s Hajop	7s 8s 10s
5s Harpoon	17s 26s 19s
2s Howwood	4s 6s 4s 9s
£1 Highlands & Lowlands	81s 3s 85s
1s Ich Kenneth	180s 197s 6s
2s Jasin	1s 1s 1s 2s
£1 Johore R. Lands 10s pd.	6s 10s 16s pm.
1s Jere	10s 13s
2s Kampong Kwantung	9s 6s 11s 3s
2s Kamunting 1s pd.	3s 3s 6s pm.
2s Kedah 1s pd.	5s 6s 10s
£1 Kapar Para	13s 9s 14s 9s
1s Kelantan	9s 10s 6s x div.
£1 Keng	11s 5s 12s
2s Kota Tinggi	2s 2s 3s
£1 Kuala Lumpur	12s 9s 13s 4s
2s Labu (P.M.S.)	9s 9s 7s x div.
2s Langkawi	6s 9s 7s 5s
1s Leburong 1s pd.	5s 6s 5s 2s
1s Linggi Ord.	1s 1s 1s 6s
2s Linggi Ord.	20s 28s 26s pm.
2s London Asiatic	10s 6s 11s 3s
2s Lumut 16s pd.	10s 13s 14s 6s pm.
1s Malacca 7s 2s Prof.	16s 6s 17s 6s
1s Melaka Ord.	16s 7s 17s 9s
2s Mediman	3s 7s 4s
2s Options	1s 1s 1s 10s
£1 Mount Austin 1s pd.	27s 1s 32s x div.
1s N/Hummock 16s 6s pd.	5s 8s 6s 5s
2s Padang Java	21s 2s 2s 6s
2s Pataling	42s 46s 46s
2s Pelorah	3s 6s 4s 3s
2s Perak	5s 3s 7s
£1 Permas	1s 6s 21s
2s Port Dickson 50 pd.	par 2s pm.
1s Rembia Prof.	21s 24s
1s R. Est of Johore 1s 3s pd.	25s 30s 6s
2s R. Est of Krian	26s 30s 10s
£1 R. Invast. Trust 10s pd.	81s 1s 10s
1s Sago	20s 22s 22s
1s Sapang	21s 23s 23s
2s Sealed	90s 100s
2s Selangor	41s 4s 4s
£1 Sembilan	2s 2s 3s
2s Seremban	5s 8s 7s 3s
1s Shiford	47s 5s 56s 3s
1s Sialang	38s 3s 42s 6s
2s Singapore Pura	3s 4s 4s 2s
2s Straits S. Beram	54s 1s 51s 10s
2s Straits Rubber	90s 100s
2s Sumatra Para	8s 9s 9s
£1 Sungai Chob	65s 7s 5s 3s
2s Sungai Karan	10s 3s 11s 4s
£1 Sungai Krian Prof	20s 22s 26s
1s Sungai Sakat	67s 6s 78s 9s
1s Sungai Way	10s 11s 11s x div.
1s Tanjong Matin 12s 6 pd.	2s dis. par
1s Tengkah Prof	15s 20s
1s Tokai	55s 61s 47s
£1 Transjaya	90s 6s 98s
1s United Srding	92s 6s 10s
1s United Sun Detong	20s 23s 40s
2s United Sumatra	6s 7s 7s
2s United Temisan 1s pd.	9s dis. 12s 23s dis.
2s Val d'Or	1s 10s 24s
2s Vallombrosa	27s 10s 29s 6s x div.
2s Yam Song	7s 5s 8s 6s
£1 Aler Gajah	81s 42s 1s 7s
10s Ayer Bitan	34s 00s 36s 00s
1s Ayer Kuning	0.50 0.70
1s Ayer Molek	1.85 1.95
5s Ayer Paungs	4.60 4.65
1s Balawud	8.00 8.25 x div.
1s Bakit Tinah	8.00 10.00
1s Bakit K. B.	0.65 0.70
10s Changkat Serdans	4.85 5.05
10s Cheris, 8s pd.	2.50 3.00 pm.
£1 Duff	3.60 4.00
£1 Glenaly	1.50 1.55
5s Haytor	6.00 7.25
10s Henrietta, 8s pd.	1.00dis. per
5s Indragiri	5.00 6.00
1s Jinch	0.30 0.35
5s Kelemanik, 8s pd.	3.00dis. 2.75 dis.
5s Kompa	1.75 2.10
5s Luus	1.15 1.25
1s Malaka Pluda	0.70 0.75
2s Makatof	1.47s 1.52s
5s Montai, 8s 25 pd.	0.50dis. par
5s Marti	0.75 0.90
2s New Sorondab	1.98 2.02s
5s New Singapore	4.75 5.00
1s Nyals	0.35 0.37s
5s Pagan	9.35 9.75
1s Paatal	0.93 1.02s
10s Peho	28.50 29.00
10s Pulau Bulang, \$2.50 pd.	1.25 dis.
1s Pungkor	0.40 0.55
5s Radilla	9.00 10.00
2s Sandcroft	18.00 18.50
2s Singapore & Johors	9.35 9.50
2s Sungai Bagar	0.70 0.75
10s St. Helen	15.00
1s Tambang	0.50 0.55
5s Teluk Anson	4.00 4.10
2s Trafalgar	0.65 0.75
1s Ulu Pandan	0.45 0.50
1s United Malacca	0.47 0.52
1s United Singapore	1.05 1.10
Rs. 5s Jebong	\$112.50 120.00 x div.

WITH DOG AND GUN IN THE
NEW TERRITORY.

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PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

VAPIER JOHNSTONES
"SQUARE BOTTLE"WHISKY.
UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

FASHION AND FANCIES.

LIGHT OVER DARK.

Transparent lingerie frocks are being made in France over quite dark foundations. Young girls are seen in white muslin made over black, and smart women of the world wear very elaborate arrangements of white embroidery and lace over black or brown or purple. Undoubtedly this can be extremely smart, but it is apt to be ~~overdone~~ unless it is done ~~too much~~.

THE EIGHTEENTH CENTURY AGAIN.

When the Marie Antoinette fashions made its appearance last Spring, it was fairly certain that other Marie Antoinette fashions would follow it. This became more sure when the use of little touches of black velvet round the sleeves and collars of white frocks became general in well-dressed circles. The pretty flowered silks and muslins lost their charm to the same revival, and the wide, gaily curving brims of Trianon hats now complete the picture, so that in French watering-places and on French racecourses one sees faint reflections of the shepherdesses whom Marie Antoinette and her friends tried to represent at Versailles. Even the white stockings with black shoes have been revived, and the frock itself is sometimes edged with two little frills quite in the old-world manner. Few fashions could possibly be more charming—but let the plump reduce their waist measurement, before they can hope to look really well in this style. The flowing skirts of Marie Antoinette's days lent an appearance of slenderness to the waist, however generously rounded this was. But the most ardent revivalist of to-day dare not wear the Antoinette full skirt, and with a straight arrangement of the dress the waist is to be naturally very small before the effect is properly graceful.

THE FRENCH CHILD.

French children are notoriously adorable, particularly when they are not over-dressed. When very young, their heads are usually extremely small, and this, with their little high voices, makes them very pleasing to the eye and ear. A certain simplification of fashions is apparent this year in French watering-places, but the tendency to treat a pretty child after the manner of a doll seems to be too strong to be resisted by many French mothers. A little girl of nine or ten will have a broderie anglaise gown, very much flounced, and threaded and tied up with ribbons. A First Empire child has a baby bolero, and tiny baby puffed sleeves edged with coral, from which end unexpectedly, and very absurdly, in extremely short white gloves. Another child has a stove-pipe hat wreathed with chrysanthemums; another has a Gainsborough feather round a Gainsborough hat. Some have long skirts edged with flounces of lace to their ankles, and others have silk frocks which stop about five inches above their knees. Their hair is curled and waved and tied with bows in odd places. This, of course, refers to the fashionable watering places. In smaller seaside resorts one still finds the little French girls with tiny knobs of hair screwed up with hairpins on the tops of their heads, and dressed exactly like their little brothers. A dressed-up child is an offence against nature, and is really not a credit to fashion, and the English sailor idea is certainly gaining ground in the clothing of French children.

A PANORAMA OF FASHION.

A well-known French paper for women gave recently a panorama showing the typical fashion of every year since 1861. It has taken us just these fifty years to change from tiny bonnets and huge skirts to the prevalent hobble and aeroplane hat. There really seems nothing left for us save to see whether we cannot make a fashion for having tiny shoulders and feet, and put the waist into crinolines. The combination of a farthingale and a hobble skirt would at least be new. There is a decided feeling just now that we want a new fashion, and we have more than once been threatened with the crinoline. We might have a worse fate; we might have the fashions of the eighties or the nineties back. The eighties gave us the bustle, with its masses of draperies projecting in a tableau behind the figure, sometimes to a distance of over half a yard. The nineties gave us shoulders a yard wide, and hats six inches narrow. Frill upon frill stood out in caps over sleeves like melons, the hair was worn flat over the ears, and upon it perched a nest at some acute angle which crowned with feathers or ribbons instead of bird's beaks. The fashion of 1900 was about the most sensible we have had. Skirts were full without being too wide or too long, and the rest of the dress followed the natural lines of the figure without exaggeration. Some of the bonnets of the seventies were charmingly pretty, and at this moment have made their reappearance in Paris. But, on the whole, a study of a panorama of this kind only brings home to us the unpleasant fact that whatever we wear looks absurd a few years after. One must wait for posterity to vindicate us, but it will take posterity all its time to find anything fascinating about the modes of the nineties.—X. AND Z. in the Globe.

PLANTATIONS.

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A TABLE OF THE
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FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mint to the Free Coinage of Silver.

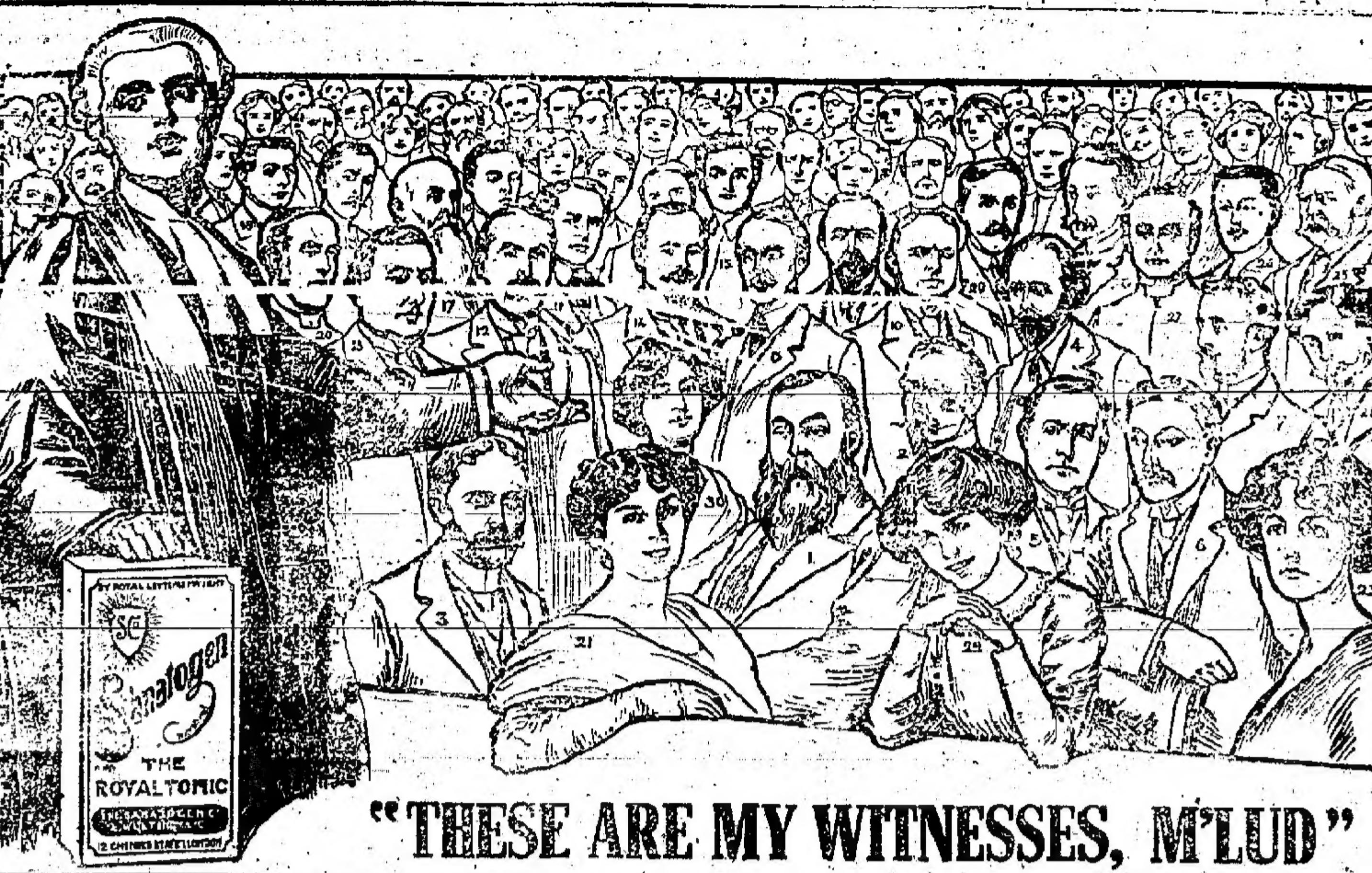
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SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHEURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHEURIA	27,000	"
MONGOLIA	27,000	"

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOYAMA and HONOLULU, on SATURDAY, 28th October, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consul General, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consul General, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points—Missionaries and their families.

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PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.

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The S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOYAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SAFETY SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports, £23.

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Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

[48]

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

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VIA

SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS.

Steamers	Tons	Captain	To Sail on or About
KUMERIC	11,000	G. B. McGill	10th October.
LUCERNE	11,000	J. Mathie	25th October.
HERCULES	7,000	R. Wilhemsen	10th November.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DUEBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 30th September.

FROM COLOMBO: 17th October.

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REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

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FROM HONGKONG: Frequent Sailings.

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NEW LINE OF STEAMERS
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S.S. "DUNERIC" 3,000 tons to be despatched End December.

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And regularly thereafter.

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THE BANK LINE, LIMITED.
(MANAGING AGENTS).

Hongkong, 28th August, 1911.

JAVA-CHINA-JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	—	JAPAN	First half of Oct.
TJIPANAS	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJIMANOEK	JAVA	—	JAVA	First half of Oct.
TJITAROEM	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJILIWONG	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	SHANGHAI	Second half of Oct.	JAVA	Second half of Oct.
EJILATUA	JAVA	First half of Nov.	SHANGHAI	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.

YORK BUILDINGS, 1st Floor.
Hongkong, 3rd October, 1911.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 10th Oct., 4 P.M.
ZAFIRO	4000	J. M. C. Smith	Manila, Cebu & Iloilo	On 20th Oct., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, PHILIPPINES S.S. CO.

Hongkong, 23rd September, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS

SHANGHAI, YOKOHAMA, KOBE & MOJI: PEKING About 10th November.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

46 YORK BUILDINGS TOP FLOOR.

THOS. COOK & SON,
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TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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FOREIGN MONIES exchanged.

55 CHIEF OFFICE: LUDGATE CIRCUS LONDON, E.C.

THE H.A.L. Steamship

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"BAYERN."

Captain Brehmer, having arrived, Consignees of

Goods are hereby informed that their

goods are being landed and placed at their risk in

the hazardous and/or extra-hazardous Go-

dows of the Hongkong and Kowloon Wharf

and Godown Company, Limited, whence

delivery may be obtained against Bills of

Lading countersigned by the Under-

Optional Cargo will be carried on unless

notice to the contrary is given TO-DAY.

All Claims must be presented within ten days

of the steamer's arrival here, after which date

they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undispatched after the 8th inst. will be subject

to a fine of £1 per ton per day.

All broken, crushed, and damaged Goods must

be left in the Godowns, where they will be

examined on the 7th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in

any case whatever.

This Steamer brings on Cargo:

Ex ss. "Soneok" from Seuln.

Ex ss. "Germenia" from Göteborg.

Ex ss. "Kong Ring" from Skien.

HAMBURG

SHIPPING

ARRIVALS.

CHINAN, British str., 1,350, W. Lloyd Jones, 3rd Oct.—Shanghai 28th Sept., General Butterfield & Swire.
GEISENHAU, Ger. str., 3,184, Th. Stollberg, 3rd Oct.—Shanghai 30th Sept., General Melchers & Co.
HONGKEE, British str., 2,056, G. Kinghorn, 2nd October—Singapore 27th September, General—Owners.
LOONGSANG, British str., 1,095, G. W. Leask, 3rd Oct.—Manila 30th September, General—Jardine, Matheson & Co.
NEW ORLEANS, Capt. W. C. Miller, 3rd Oct.—Shanghai 30th Sept.
OREBES, British str., 2,992, T. W. Flynn, 3rd Oct.—Foochow 1st Oct., General—Butterfield & Swire.
SARATOGA, American cruiser, 8,150, H. H. Bisland, 3rd Oct.—Shanghai 30th Sept.
TENYO MARU, Japanese str., 7,268, E. Bent, 3rd October—San Francisco via ports 6th Sept., Mails and General—Toya, Kisen Kaihatsu.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
3rd October.
Buyers, German str., for Shanghai.
Bonday Maru, Japanese str., for Singapore.
Cleriterr, British str., for Singapore.
Gneisenau, German str., for Europe, &c.
Harzany, British str., for Swatow.
Huan, British str., for Shanghai.
Orce, British str., for Saigon.
Rheinfels, German str., for Singapore.
Sequoia, British str., for Amoy.
Tippins, Dutch str., for Batavia.

DEPARTURES.

3rd October.
CHICAGO MARU, Japanese str., for Nagasaki.
CHILLI, British str., for Ningpo.
HAITAN, British str., for Swatow.
KORTROMA, Russian str., for Nagasaki.
KWONGSHANG, British str., for Swatow.
PHRANANG, German str., for Singapore.
TELEMACHUS, British str., for Saigon.
THESSUS, British str., for Singapore.

SHIPPING REPORT.

The Japanese str. *Tenyo Maru* reports: Encountered typhoon prior to arrival at Yokohama, otherwise voyage uneventful.

The British str. *Hongkee* reports: Fine weather from Singapore till the Parcels, then strong winds and sea-ill arrival in Hongkong.

PASSENGERS.

ARRIVED.

Yer Chenow, from Shanghai, Mr C. Brown and F. Gauthier.

For *Zoeltinger*, from Manila, Mrs Geo. Wolf, Miss A. Lewis, Messrs P. H. Dowling, J. E. Hord, J. Paulino, V. Marfori, Rev. J. L. McLaughlin, Messrs E. Quegano, E. Yobie de Aquino, Mr. A. Moore, H. E. Springil, Dr. B. F. Kruger and Mr. H. Lewishon.

Per *Tenyo Maru*, from San Francisco, &c., Rev. and Mrs P. J. Allured, Rev. and Mrs W. Ashmore, Mr. H. Brown, Mr. Conrado Benitez, Mr. B. E. Bremner, Capt. Brock, Mr. G. Binder, Mr. and Mrs J. Bryan, Mr. W. W. Bush, Mrs. Du Bois, Infant and amah, Capt. Crawford, Miss M. Chan, Miss L. Durham, Mr. J. Donahue, Miss A. Drumwright, Mr. and Mrs J. H. Evans, James Evans and Neil Evans, Mrs E. Fsy, Mrs Sinclair Gannon, Miss Nancy S. Gannon, Mr. C. Lacy Goodrich, Capt. H. L. Heath, Mr. and Mrs H. J. R. Hance, Captain and Mrs J. L. Hines, U.S.A., and servant, Miss A. G. Hines, Master J. L. Hines, Jr., Mr. and Mrs W. de Hollia and 2 children, Mr. and Mrs H. Janzen, Mr. and Mrs L. E. Jacks and infant, Mr. B. A. E. Jasche and servant, Miss M. Klinkefeller, Miss E. Klinkefeller, Mr. H. M. Lewis, Dr. Nan L. Latimer, Mr. B. F. Miller, Mr. and Mrs W. E. McMahon, Consul J. M. Macedo, Mr. J. A. Macaulay, Mr. L. C. Moore, Mrs A. W. Marshall, Comdr. S. A. Pothebridge, Miss M. E. Polly, Hon. Mr. M. Quezon, Mrs A. Robinson, Mr. and Mrs S. Shepard, Mr. J. M. Swan, Mr. M. Siory, Judge and Mrs G. T. Trout, Mrs. H. F. Pener, Miss E. D. Toner, Mr. W. A. Tener, Mr. A. D. Vasquez, Mrs L. M. Walker, Mrs L. L. Wickes, infant and amah.

LATEST STEAMER MOVEMENTS.

The N.D.L. str. *Prinz Sigismund* left Kuchinoerau on the 2nd inst., at night, and may be expected here on or about the 5th inst., at noon.

The Apair str. *Ariatow* appears from Calcutta left Singapore on the 29th ult., and may be expected here on or about the 5th inst.

The Dodwell Line str. *Safusoro* arrived at Keeling on the 3rd instant morning, and will leave for Hongkong on or about the 5th inst., via Foochow.

The Mogul Line str. *Ghaze* from United Kingdom left Singapore on the 3rd instant morning, and may be expected here on or about the 9th inst.

The T.K.K. str. *Shinyo Maru* left San Francisco on the 27th ult., en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is expected to arrive here on or about the 24th instant.

The T.K.K. str. *Chiyo Maru* sailed from Yokohama for San Francisco on the 26th ult., and is due there on or about the 12th inst.

The T.K.K. str. *Kyo Maru* sailed, from Honolulu on the 22nd ult. for Peruvian and Chilean ports via Mexico.

STEAMERS PASSED THE CANAL.

Sept. 12th—*Ghaze*, Indian, 15th—*Alcinous*, Benaros, Cyclops, Afghan Prince, 19th—*Ceylon*, Kamebe, Segow, Silesia, Telamon, Vanadis, Arcadia, Freewinds, 22nd—*Atsuta Maru*, Jeseric, Nanus, Nor, Yunan, 26th—*Berney*, Kawachi Maru, Sili, York, Neles, 29th—Dumbet, Glenstar, Hirano Maru, Silvana.

ART VALS AT HOME.

September 29th—Liberia, Persicus, Persia, Taurae, Annan.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship
"WELSH PRINCE"
Capt. Sheppard, will be despatched for the above Ports on TUESDAY, the 17th October.
For Freight and Passage, apply to
ARNHOLD, KARBERG & CO.,
General Agents.
Hongkong, 26th September, 1911. [1087]

VESSELS ADVERTISED AS LOADING.					
TO ASCERTAIN THE ANCHORAGE OF ANY VESSEL, THE HARBOUR HAS BEEN DIVIDED INTO FOUR SECTIONS COMMANDING FROM GREEN ISLAND. VESSELS ANCHORING NEAREST KOWLOON ARE MARKED "K," NEAREST HONGKONG "H," MIDWAY BETWEEN HONGKONG AND KOWLOON "M," AND THOSE VESSELS BERTHOED AT THE KOWLOON WHARF "L.W." TOGETHER WITH THE NUMBER DENOTING THE SECTION.					
SECTIONS					
1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard	
4. From Naval Yard to East Point					

DESTINATION.	VESSEL'S NAMES.	FLAG & CO.	BRTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	H. E. Evans, E.N.R.	P. & O. S. N. Co.	To-morrow, at Daylight
LONDON, &c. VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 14th inst., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	FEST BULW	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 11th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOVIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 26th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SACHEEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 14th Nov.
HAVRE, BREMEN & HAMBURG, &c.	SUVIA	Ger. str.	k. w.	Kassan	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BATEN	Ger. str.	k. w.	Brommer	HAMBURG-AMERIKA LINIE	On 16th inst.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	—	K. Horina	NIPPON YUSEN KAISHA	On 11th inst., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMISHA MARU	Jap. str.	—	K. Noda	NIPPON YUSEN KAISHA	On 10th inst., at Noon
MARLES, GENOA ALGIERS, GIBRALTAR & SOUTHAMPTON	GNISENAU	Aust. str.	—	Th. Stollberg	MELCHERS & CO.	To-day, at Noon
TIESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Aust. str.	—	Raichich	SANDER, WIELER & CO.	On 26th inst., at 2 P.M.
BOSTON & NEW YORK	SATSUMA	Aust. str.	—	Sheppard	DODWELL & CO., LTD.	About 10th inst.
NEW YORK	WELSH PRINCE	Aust. str.	—	—	ARNHOLD, KABERG & CO.	On 17th inst.
VANCOUVER, B.C. SEASIDE & PORTLAND, &c.	SAINT PATRICK	Aust. str.	—	—	DODWELL & CO., LTD.	About 23rd inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KUMERIC	Aust. str.	2 m.	G. B. McGill	THE BANK LINE, LIMITED	On 10th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Aust. str.	—	W. Davison	CANADIAN PACIFIC R. CO.	On 14th inst., at Noon
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	CANADA MARU	Aust. str.	—	—	TOA SHOSEN KAISHA	On 17th inst., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	—	A. G. Stevens	CANADIAN PACIFIC R. CO.	On 4th Nov., at 6 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	NIPPON MARU	Jap. str.	—	—	TOYOKAIEN KAISHA	On 6th inst., at Noon
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	PESTIA	Brit. str.	—	—	PACIFIC MAIL S.S. CO.	On 20th inst., at 1 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	KOREA	Aust. str.	—	F. Brueining	PACIFIC MAIL S.S. CO.	On 28th inst., at 1 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	PRINZ SIGISMUND	Aust. str.	—	M. Winckler	MELCHERS & CO.	On 7th inst., at D'light
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	KUMANO MARU	Aust. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 27th inst., at Noon
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	ATSUTA MARU	Aust. str.	—	F. Isacke	MELCHERS & CO.	On 13th inst., 5 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	PRINZ WALDEMAR	Aust. str.	—	—	NIPPON YUSEN KAISHA	About 17th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	YAWATA MARU	Aust. str.	—	J. P. Scholte	JAVA-CHINA-JAPAN LINIEN	On 25th inst., at Noon
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	TIJIMARI	Aust. str.	—	H. Hooker	TOYOKAIEN KAISHA	Quick despatch.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	BUFO MARU	Aust. str.	—	E. Malchow	BUTTERFIELD & SWIRE	On 14th inst., at Noon
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	P. E. FRIEDRICH	Aust. str.	—	Wm. Lloyd Jones	MELCHERS & CO.	On 13th inst., at 4 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	SHANGHAI	Aust. str.	—	G. M. McIlroy	BUTTERFIELD & SWIRE	About 4th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	SHANGHAI, MOJI, KOBE & YOKOHAMA	Aust. str.	—	R. N. A. Courtney	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	SHANGHAI	Aust. str.	—	T. Sato	JARDINE, MATHESON & CO., LTD.	On 7th inst., at M'night
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	CHIANG	Aust. str.	—	H. Powell	DAVID SASOON & CO., LTD.	On 8th inst., at 10 A.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	FOOKSANG	Aust. str.	—	T. A. Mitchell	NIPPON YUSEN KAISHA	On 28th inst., at 1 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	FEISIENFELS	Aust. str.	—	Sandstedt	HAMBURG-AMERIKA LINIE	On 13th inst., at 1 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	PEKING	Aust. str.	—	—	OLOW WIR & CO., LTD.	About 10th Nov.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	TILATJAP	Aust. str.	—	Rooy	JAVA-CHINA-JAPAN LINIEN	Quick despatch.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.	SOSHIO MARU	Aust. str.	—	—	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, JAPAN, &c.</						

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	SUNDA	10th Oct.	Freight and Passage.
VIA SINGAPORE, PE	Capt. H. G. Evans, E.N.R.	5th Oct.	Passage.
NANG, COLOMBO, PORT SAID and MARSELLS			
SHANGHAI, MOJI, KOBE (MALTA and YOKOHAMA)	3 P.M.	6th Oct.	Freight and Passage.
SHANGHAI (DEVANHA)	About	13th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DEZHI	Noon	See Special of Call.
Capt. H. S. Bradshaw		14th Oct.	Advertisement.
For Further Particulars apply to			
E. A. HEWETT, Superintendent.			

Hongkong, 4th October, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 4th Oct. 4 P.M.
AMOY and SHANGHAI	"TIENTSEN"	On 5th Oct. 4 P.M.
SHANGHAI	"CHENAN"	On 5th Oct. 4 P.M.
"LINAN"	"TAMING"	On 7th Oct. Midday.
MANILA, CEBU and ILOILO	"TAMING"	On 10th Oct. 4 P.M.
WEIHAIWEI, CHE FOO and TIENTSIN	"HUICHOW"	On 13th Oct. 4 P.M.

DIRECT SAILINGS TO WEST LIVERPOOL Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING,"

Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.

Twin Screw Steamers "TEAN" and "TAMING" situated on Deck, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda-

tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

NOTE-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

TELEPHONE 36 REDUCED FARES-SINGLE \$45...RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th October, 1911.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SINGAPORE, SAMARANG and FAUSANG	Thursday, 5th Oct., Noon.
SOURABAYA	Friday, 6th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA LAISANG	Saturday, 7th Oct., 2 P.M.
MANILA	"LOONGSANG"	Sunday, 8th Oct., Midday.
SHANGHAI	"CHOYSANG"	Wednesday, 14th Oct., 2 P.M.
MANILA	"YUENSANG"	Wednesday, 14th Oct., 2 P.M.
SHANGHAI, MOJI, KOBE & MOJI	"FOOKSANG"	Wednesday, 14th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA KUTSANG	Friday, 20th Oct., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamer "KUTSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks.

Shanghai and returning via Kobe (Inland Seas) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 4th October, 1911.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN

LEAVING

HAIYANG	Capt. J. W. Evans	FRIDAY, 6th Oct., at 1 P.M.
HAICHING	Capt. W. C. Passmore	TUESDAY, 10th Oct., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

CAPTAIN

LEAVING

HAITAN	Capt. J. S. Roach	THURSDAY, 5th Oct., at 1 P.M.
Steamer will arrive at and Depart from the Company's Wharf (near Blake Pier).		

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 4th October, 1911.

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HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFAHETS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantines, Black Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KORE & YOKOHAMA	SS. SUEVIA	10th Oct.
FOR ROTTERDAM, HAMBURG & ANTWERP	SS. FRIEST	BULOW
SS. SLAVONIA	3rd Nov.	SS. BELGRAVIA
SS. SCANDIA	16th Nov.	26th Oct.
SS. SPEZIA	2nd Dec.	FOR HAVRE, BREMEN & HAMBURG
SS. SILESIA	14th Dec.	SS. SENEGAMBIA
SS. AMERIA	27th Dec.	10th Nov.
SS. GOLDENFELS	28th Jan.	SS. BAYERN
For Further Particulars, apply to		SS. SAUREN

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 4th October, 1911.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.

* Triples Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 6th October, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
BUYO MARU	10,500		SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000		WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500		TUESDAY, 16th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

TO LONDON £71.100.

TO VALPARAISO £71.100.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-

TO EUROPEAN POINTS—Officials of any European Naval, Military, Diplomatic, Consular or Civil Service located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with

ELEKTRIZITÄTS
AGENGESELLSCHAFT

Titan
BERGERHOF
KHLD.
ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 29th September, 1911.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

October 3rd.

ON LONDON:		
Telegraphic Transfer	1/92	
Bank Bills, on demand	1/91	
Bank Bills, at 30 days' sight	1/91	
Bank Bills, at 4 months' sight	1/91	
Credits, at 4 months' sight	1/91	
Documentary Bills 4 months' sight	1/10	
ON PARIS:		
Bank Bills, on demand	2/64	
Credits, at 4 months' sight	2/31	
ON GERMANY:		
On demand	1/84	
Bank Bills, on demand	4/3	
Credits, at 60 days' sight	4/3	
ON HAMBURG:		
Telegraphic Transfer	1/34	
Bank, on demand	1/34	
ON CALCUTTA:		
Telegraphic Transfer	1/3	
Bank, on demand	1/34	
ON SHANGHAI:		
Bank, at sight	7/54	
Private, 30 days' sight	7/6	
ON YOKOHAMA:	—On demand	8/8
ON MANILA:	—On demand	Peso 88
ON SINGAPORE:	—On demand	7/6
ON BATAVIA:	—On demand	10/8
ON HAIPHONG:	—On demand	1/7 pm
ON SAIGON:	—On demand	1/7 pm
ON BANGKOK:	—On demand	1/5
SOVEREIGN, Bank's Buying Rate	\$11.05	
GOLD LEAF, 100 fine, per tael	357.70	
BAL SILVER, per oz.	24.14	

SUBSIDARY COINS		per cent
Chinese	20 cent pieces	\$4.95 discount
Chinese	10 "	85.15
Hongkong	20 "	84.32
Hongkong	10 "	84.97

SHARE LIST—QUOTATIONS. HONGKONG, OCTOBER 3rd, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$387 1/2, sales, bds.
China Borneo Company, Limited	60,000	\$12	all	\$102, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$1.85
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$1	all	\$82
COTTON MILLS.—				
Ewo Cotton Spinn. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 90 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$52
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 44
Lan-King-Mow C. Spin & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 66
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 24
Dairy Farm Company, Limited	40,000	\$7	all	\$23
DOCKS AND WHARVES.—				
Hong Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5	all	\$51, sellers
New Amoy Dock Co., Limited	10,000	\$62	all	\$7, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 81
Green Island Cement Co., Limited	40,000	\$16	all	\$4, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$240
Hongkong Electric Co., Limited	60,000	\$10	all	\$22, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$119, buyers
Manila Metropole Hotel Limited	8,000	\$25	all	\$74, buyers
Hongkong Ice Company, Limited	15,000	Pa. 10	all	\$11
Hongkong Electric Manufacturing Co., Limited	60,000	\$10	all	\$165, sellers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$18
INDUSTRY.—				
Registration... 10.00 A.M.	7	\$7	all	\$7
(Registration with late fee of 10 cents, up to 10.45 A.M.)				
Registration, Kowloon B.O.	9.30 A.M.			
No late fee.				
Letters ... 11.00 A.M.				
Wednesday, 4th, 1.15 P.M.				
Wednesday, 4th, 3.00 P.M.				
Wednesday, 4th, 5.00 P.M.				
Wednesday, 4th, 5.00 P.M.				
Printed Matter and Samples ... 10.00 A.M.				
Registration... 10.00 A.M.				
(Registration with late fee of 10 cents, up to 10.45 A.M.)				
Registration, Kowloon B.O.	9.30 A.M.			
No late fee.				
Letters ... 11.00 A.M.				
Friday, 6th, NOON.				
Friday, 6th, 1.15 P.M.				
Friday, 6th, 2.00 P.M.				
Registration, Kowloon B.O.	9.30 A.M.			
No late fee.				
Letters ... 11.00 A.M.				
Friday, 6th, NOON.				
Friday, 6th, 1.15 P.M.				
Friday, 6th, 2.00 P.M.				
Registration, Kowloon B.O.	9.30 A.M.			
No late fee.				
Letters ... 11.00 A.M.				
Tuesday, 10th, 1.15 P.M.				
Tuesday, 10th, 2.00 P.M.				
Registration, Kowloon B.O.	9.30 A.M.			
No late fee.				
Letters ... 11.00 A.M.				
Tuesday, 10th, NOON.				
Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
Registration, Kowloon B.O.	9.30 A.M.			
No late fee.				
Letters ... 11.00 A.M.				
Tuesday, 10th, NOON.				
Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
Registration, Kowloon B.O.	9.30 A.M.			
No late fee.				
Letters ... 11.00 A.M.				
Tuesday, 10th, NOON.				
Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
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No late fee.				
Letters ... 11.00 A.M.				
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Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
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No late fee.				
Letters ... 11.00 A.M.				
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Tuesday, 10th, 4.00 P.M.				
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Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
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Letters ... 11.00 A.M.				
Tuesday, 10th, NOON.				
Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
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No late fee.				
Letters ... 11.00 A.M.				
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Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
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Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
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Letters ... 11.00 A.M.				
Tuesday, 10th, NOON.				
Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
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Letters ... 11.00 A.M.				
Tuesday, 10th, NOON.				
Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
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No late fee.				
Letters ... 11.00 A.M.				
Tuesday, 10th, NOON.				
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Tuesday, 10th, 4.00 P.M.				
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Tuesday, 10th, NOON.				
Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
Registration, Kowloon B.O.	9.30 A.M.			
No late fee.				
Letters ... 11.00 A.M.				
Tuesday, 10th, NOON.				
Tuesday, 10th, 3.00 P.M.				
Tuesday, 10th, 4.00 P.M.				
Registration, Kowloon B.O.	9.30 A.M.			
No late fee.				
Letters ... 11.00 A.M.				